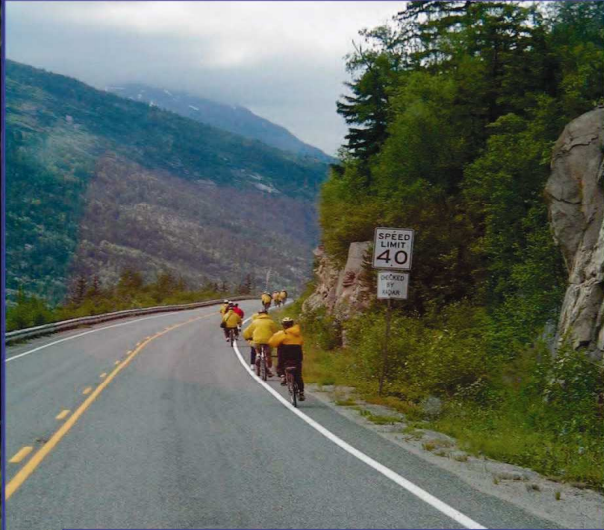


Southeast Alaska Transportation Plan

**REVISIONS
AHEAD!**

**Alaska Transportation
Forum 2009**



Planning Mission Statement



Develop a regional transportation plan that improves mobility for residents, goods, and services throughout the region by using the advantages of air, marine, and land transportation.



Planning Goals



- Enhance Regional Mobility
- Support Economic Vitality
- Improve System Efficiency
- Maintain or Improve Modal Safety
- Ensure Public Process



Planning Assumptions



- Annual Funding
 - \$5 M airport capital projects
 - **\$25 M New highway and ferry capital projects**
 - \$50 M refurbishment and deferred maintenance
- Our choices are limited by geography and funding. Some communities will never be accessible by road; some roads may never be fundable.
- **Airports, Ferries *and* Roads are essential for a efficient, reliable, cost effective SE Alaska transportation system.**



Alternative Characteristics



System Alternative Requirements

- Must provide enough capacity to accommodate the average week in the busiest month for 2008,
- Should be within the estimate 10 Yr. CIP \$250M,
- Should improve SE community connectivity,
- Should improve service frequency,
- Should improve cost effectiveness of System,
- Should support local economies.



Scoping Process Alternatives



- Improved Ferry System
- Maintain Existing 2008 System
- Reduce Excess Capacity
- Eliminate Redundant Systems
- Develop Highway System



Public Response



- Over 300 comments submitted during scoping process, which closed July 31.
- Predominantly Polarized – either very pro-ferry or very pro-road. Mostly the former.
- Comments tend to be nearly homogeneous by community; i.e., the vast majority of comments from a community tend to fall on the same end of the spectrum.
- Juneau is the most mixed.



Update Status



Currently developing a draft proposed action

- Will likely propose a definite 5-10 year plan
- 10-15 year plan will be less focused and more conceptual
- Long term plan will have options to allow for uncertainty in funding, population, travel demand, and economic conditions.



Update Status



Analysis in progress:

- Traffic and population trends
- Industrial trends
- Cost estimates for potential development projects
- Small shuttle ferries
- Modal cost effectiveness
- Modal relationship to resource development



Road Construction Costs



- Juneau: Echo Cove to Katzhine R. \$449-491M
- Sitka: Silver Bay to Warm Spring Bay \$286M
- Kake to Petersburg \$136M
- Head of Bradfield Canal to Hwy 37, Canada \$770M



Ferry Replacement Schedule and Costs



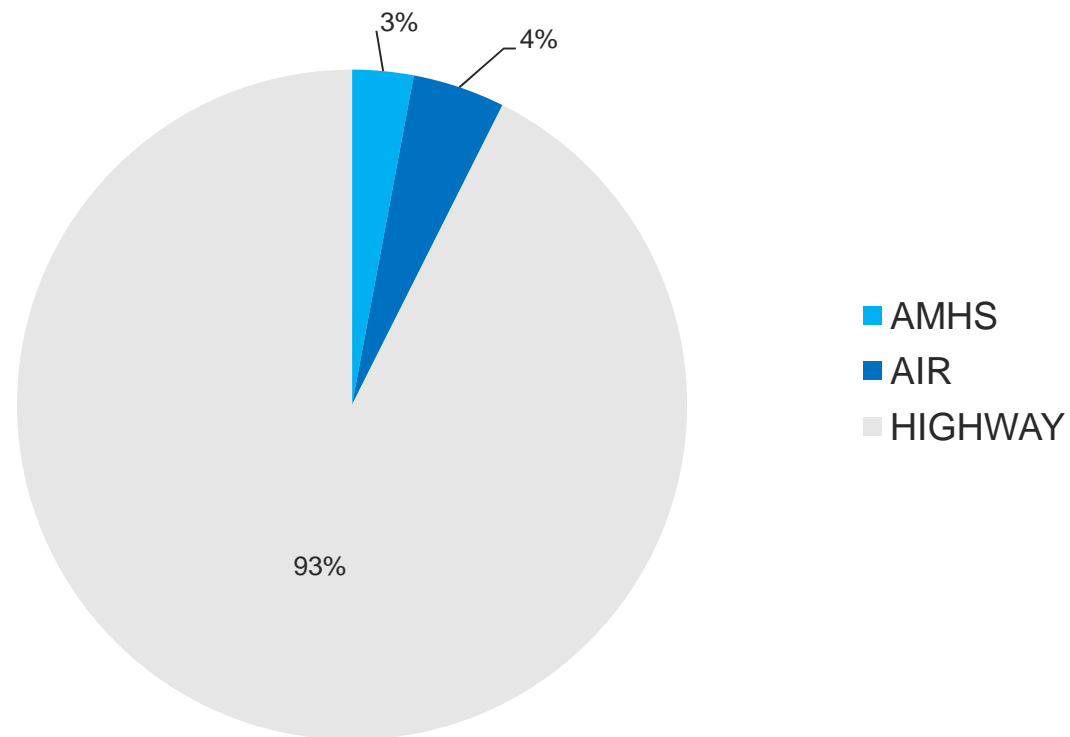
- Alaska Class Ferry \$120M
- 1963-2016 Malaspina \$250M
- 1963-2020 Taku \$210M
- 1963-2024 Matanuska \$250M
- 1964-2028 Tustumena \$120M
- 2004-2029 Fairweather \$73M
- 1974-2036 LeConte \$88M
- 1974-2040 Columbia \$315M



Modal Share of Travel Within SE Alaska



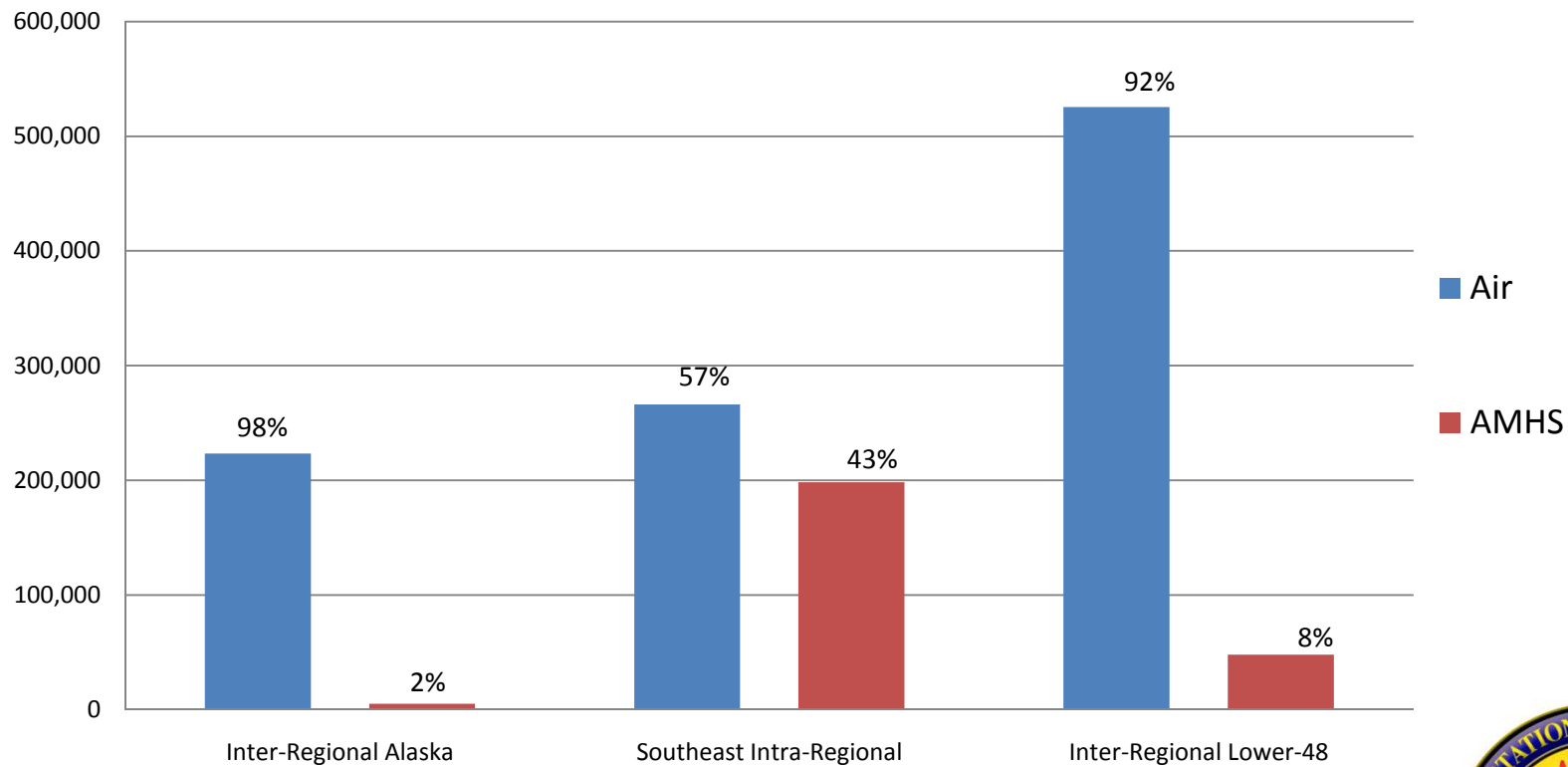
SER Passenger Miles



Air & Marine Highway Share



Total Passengers Carried - 2007



Modal Share Summary



- Air moves most of the people
- AMHS moves most of the vehicles
- Barge Lines (3) move most of the freight
- Cars and light trucks are the primary mode of local transportation



Transportation Demand



Major Factors over next 20 years

- Population ~ Slight decline or flat
- Cost ~ Likely increasing in all modes
- Economic Development ~ ?
- Tourism ~ ?
- Traffic Forecast ~ Flat



Transportation Demand



Capacity

- Air ~ Highly flexible, excess airport capacity for operations. Airlines adjust to demand.
- Highways ~ Most roads have sufficient capacity. Major arterials at peak hours are the exception.
- AMHS ~ Ferries operate with significant excess capacity.



State of the System



Airports

- Runways are all paved
- RSA expansions nearly complete
- \$102.3 Million in improvements 2008-9
- \$43.9 Million planned in 2010



State of the System



Highways – Existing System in fair shape

- Most roads on state system are paved but about 100 miles need resurfacing.
- Significant need for new construction.



State of the System



Condition of ferry fleet deteriorating with age

- Aged fleet
- Mainliner Replacement needs to begin soon
- Total fleet replacement cost exceeds \$1 Billion.
- \$22 Million in annual major maintenance



SATP Issues



Need to -

- replace old, inefficient ferries
- improve system cost effectiveness
- make better use of roads
- make the system sustainable for those communities that will always rely on ferries



What's Next



- Draft plan with a preliminary preferred alternative by mid-November or January,
- Draft plan available on website & mail,
- Public review with opportunity to comment,
Via Public Meetings, Email, Project Website
and Web
- Revised draft and final plan in February or
March



Comments & Feedback



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